

HONGKONG VOLUNTEER CORPS.

FIELD DAY.

The monthly carbine competition for Captain MacCallum's Cup was held on Saturday, and in spite of the stormy weather several good scores were recorded. Gunner Henderson leads with 97 (handicap points), followed by Gunner White 92 (9 points), Gunner Har 91 (21 points), Gunner Stewart 90 (1 p.), and the sixth man Gunner W. Duncan 87. Shooting is improving rapidly in the ranks of the Dock Detachment, but lack of interest prevails amongst the Hongkong men. Gunner Henderson won the MacCallum Cup for the first time and also carries off the Wallace Cup, we believe for the second time. The latter cup is presented by Mr. John Wallace for competition by the Dock Detachment, which has, therefore, a double incentive to practice regularly at the double. The other portion of the Battery requires living up.

THE CANTON DISTURBANCE.

We learn from Canton, on apparently reliable authority, that fifty-three executions have taken place in consequence of the recent abject conspiracy.

THE SITUATION IN FOKIEN.

LAST WORDS ON THE KUCHENG COMMISSION.

(From Our Own Correspondent.)

Foochow, October 23.

At 2 o'clock on Sunday afternoon the Kucheng Commission, at what was left of it, namely Messrs. Mansfield and Hixon, Commander Newell, Dr. Gregory, Mr. Bannister and Mr. Fitzpatrick, with all their followers and belongings, returned to Foochow. The Commissioners were all well, and all glad to get back after the long struggle they had had with Chinese obstinacy and duplicity. The notorious Tsoeh-shih, also returned, but left the party at a place seven miles up the river whence he could more easily reach the City and the presence of his Master, the Viceroy.

THE FURTHERMENTS.

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ARE THE CHINESE ABLE TO PROTECT FOREIGNERS?

TEXT FOREIGNERS.

In all the world outside of China the drift of effort is to secure enlargement of human privilege. Individual as well as corporate humanity needs itself. Everywhere progress is made. In China restriction continues to be a favorite policy. The Chinese contend for it, and we fall in with it.

The reasoning is peculiar. As on a coin there is an obverse and a reverse side, there is a Chinese phase and a foreign phase to one and the same argument, why foreigners should not be allowed free access to the four hundred millions of Chinese, simply because an official class, exceedingly small in number, does not wish to have it so. The alleged weakness of the Imperial Government to afford protection to the stock pile on their side, and the assumed inability of the Imperial Government to afford protection to the stock pile on our side. We began that way some fifty years ago and we have kept it up. There was really no reason for it then, but the Chinese put it forward to the front as a ingenious expedient to keep foreigners from getting inside. To us, at that time, it seemed plausible, so we decided to restrain our people lest they should get lost in the crowds and suffer some horror. Ever since have the officials done their utmost to keep up the grounds of apprehension. For them it has worked splendidly.

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SUPREME COURT.

IN SUMMARY JURISDICTION.

(Before His Honor Mr. A. G. Wills, Judge.)

Tuesday, Nov. 5.

REAL ESTATE.

Chun Chong v. Chan Kam Tong and another for \$700 work done. Mr. J. P. Leach was for the plaintiff and Mr. E. J. Grier for the defendant.

The Lordship gave judgment as follows:—This is a claim for work and labour done. The plaintiff originally claimed \$1,000, but this claim was so manifestly excessive that the plaintiff's own architect cut it down to \$767.21. At the trial the plaintiff was allowed to add \$80 to his claim on account of a verandah, and as it is admitted on both sides that a sum of \$956 has been paid on account of the plaintiff's claim, the Court at \$836.21, less some small items which were given up at the hearing. This sum is set on a calculation made by Mr. Danby, the plaintiff's architect. The defendant's own architect, Mr. Leach, has taken the plaintiff's particulars and has had the work measured and the prices fixed by his own architect Mr. Leigh. Mr. Leigh values the work done exclusive of the verandah at \$483.30 from which he deducts 18% (equal to \$87) in accordance with some alleged custom. He also deducts \$366 from the total of \$396.30, which he deducts \$366, leaving a balance of \$30.30, which the defendant has paid into Court. When Mr. Leigh made his calculations he had no notice of a claim for the verandah, but the hearing has been held at \$49, so that really the defendant admits \$70.30. The discrepancy between the calculations of the two experts appears to have arisen as follows. Mr. Danby states that he has fixed his price on his own personal experience in the Chinese market, and the other hand says that he has been guided chiefly by the prices contained in a scale laid down by the Government for the guidance of architects and contractors. The question for the Court therefore to decide is whether the plaintiff's price is a fair one, and the only way of arriving at this is to take the amendment and go through their item by item. But the Government scale, though not binding on the plaintiff, yet it is a knowledge based on the market, and it is a fair basis on which to work. Let item of \$21.35, the measurements are agreed upon but the price is a difference of \$2 for the price of work; however, I think the plaintiff's price is a fair one, and I allow for the next four items, and I allow \$30.20 for the next four items. For glass I allow \$6.95, being the price, according to the evidence for ordinary Belgian. The next two items amounting to \$4.09 are admitted and allowed. With regard to the floor of the clockwork taking up the clockwork, the plaintiff claims \$3.41 for Government scale and \$3.41 for painting. The next two items are allowed at \$3.41 and \$2.10 as against \$4.88, \$3.41 allowed. The next two items are allowed at \$1.48, amounting to \$4.78 as against \$2.76. As allowed at \$4.48, China for paint at \$2.10. Next two items amounting to \$3.66 admitted and allowed. For the French wall at \$2.10. I allow \$31.88 as against \$44.55. Item of \$4.00 allowed. The next five items are admitted and allowed, amounting to \$2.10. The verandah Mr. Danby has worked his price out and I feel bound to accept them and shall therefore allow \$80. On the above calculations therefore the value of the work done amounted to \$637.83, including the verandah, and the defendant claims \$956.21, and the plaintiff claims \$767.21. I have not taken into consideration the 18 per cent discount referred to by Mr. Leigh as I do not think that the plaintiff is bound in this case by any such custom. As the plaintiff without taking into account the moving of the clockwork, claims he had his own particular reduced by about 80 per cent. I do not think he is entitled to his costs, and as the defendant has with reference to the additional \$80 for the verandah not paid nearly sufficient into Court to cover the plaintiff's claim, he is entitled to his costs. The judgment will therefore be for \$727.83, and no order as to costs.

THE REVISION OF THE TREATIES.

Kobe, Oct. 21.

It is stated that the Treaty between Japan and Germany, on the same lines as the British Treaty, has already been concluded. It is said that Germany has on some additional points insisted on more than the Japanese Government. Communications are passing between the plenipotentiaries for Japan and the home Government on these points, which cause some delay. The Treaty with France is reported to be wholly completed, and will probably be promulgated. Negotiations with Holland and Denmark are making rapid progress, and the Treaties with those countries are expected to be published simultaneously with that of France before the end of this year. Negotiations with Austria-Hungary, Spain and Portugal are to be taken in hand in the spring of next year.—Chronicle.

THE NEW CRISIS IN KOREA.

Shanghai, Oct. 20.

General Miura and the Japanese garrison were sent to Seoul to keep order in the country and protect the Japanese mission. The Queen and her attendants were murdered, and the Japanese Government cannot throw the blame on the Taiwanese and his Korean threats. The Japanese Government cannot throw the blame on the Taiwanese and his Korean threats. The Japanese Government cannot throw the blame on the Taiwanese and his Korean threats.

THE POLITICAL BAROMETER.

ENFORCED STRENGTHENING OF THE BRITISH FLEET IN CHINA.

The case, who, it is known, has personal convictions as to what may be achieved in the Far East, who is almost openly threatening Japan, and who is so driving on the Trans-Siberian Railway that it will be ready for use by the end of 1900, is now master of the situation in China. Granting him to be the purist of patriots, intent only on advancing the interests of his country, that is a situation full of peril for nations may claim almost without reserve that if he is not his Majesty's Lord Salisbury can guarantee that the two countries may not find themselves suddenly at variance about a question on which neither can give way. We have not the slightest wish to avoid in developing a policy, but it is a great mistake to suppose that Russia is always possessed with the idea that Great Britain is threatening her. That France is really jealous of our external position; that a strong party in each country is sleeping in a driving up animosity; and that the inevitable collision of North America for war is that, except in India, we are never ready. Our Fleet is the strongest in the world; our Army is sufficient for all our usual requirements; our ability to raise money at once is only limited by our credit, but if we are suddenly called upon to do so, we should, if all our precedents can be trusted, be a month behindhand. It is at that point, and that only, that we desire to see the Department, and the Army and Navy chiefs, and the community at large, thoroughly awakened to the fact that we are not to be taken for granted. We are not to be taken for granted. We are not to be taken for granted. We are not to be taken for granted.

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JAPAN AS A MILITARY POWER.

COLONEL BARROW'S OPINION.

What are the results of the war? Colonel Barrow writes in the following in the *Colonial Review*:—1. The great Chinese impetuosity has been exposed, and the weakness and corruption of the Empire laid bare. 2. Japan stands forth as a civilized Power, and a military force of first-rate importance. 3. The Chinese Government is a corrupt and inefficient one. 4. The Chinese Government is a corrupt and inefficient one. 5. The Chinese Government is a corrupt and inefficient one.

THE EXPLOSION ON THE KUNGPAL.

A TRAGICAL DISASTER.

Shanghai, November 1.

The C.M.S.N. Co.'s steamer *Fungshing* arrived this morning from Tientsin and brought the remains of Captain Boden, late of the ill-fated *Kungpal*. This was the youngest and bravest of the crew. The steamer was on her way to Shanghai, and was carrying a large number of passengers. The explosion occurred while the steamer was in the harbor, and the captain was killed. The remains of the captain were recovered from the wreckage of the ship.

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Mails.

NORDDEUTSCHER LLOYD.
NOTICE.
STEAM FOR
SINGAPORE, COLOMBO, ADEN,
SUERZ, PORT SAID,
NAPLES, GENOA,
ANTWERP, BREMEN & HAMBURG,
PORTS IN THE LEVANT, BLACK
SEA & BALTIC PORTS;
ALSO,
LONDON, NEW YORK, BOSTON,
BALTIMORE, NEW ORLEANS,
GALVESTON & SOUTH AMERICAN
PORTS.

THE COMPANY'S STEAMERS WILL CALL
AT SINGAPORE TO LAND PASSENGERS
AND LUGGAGE.

N.B.—Cargo can be taken on through Bills
of Lading for the principal places in
RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

Prinz Heinrich... Monday [Nov. 11].
Sachsen... Monday [Nov. 11].
Gera... Monday [Nov. 11].

ON MONDAY the 11th day of November,
1895, at 3 p.m., the Company's S.S.
PRINZ HEINRICH, Capt. Schmolze,
with MAILED, PASSENGERS, SPECIE,
and CARGO, will leave this port as above,
calling at NAPIER and GENOA.

Shipping Orders will be granted till
noon on SATURDAY, the 10th November,
Cargo and Specie will be received on
board until noon, on MONDAY, the 11th
November, and Parcels will be received at
the Agency's Office until noon, on SATURDAY,
the 10th November. Consignments of Packages
are required. No Parcel Receipts will be
signed for less than \$2.50, and Parcels
should not exceed Two Feet Cubic in
measurement.

The Steamer has splendid Accommodation
and carries a Doctor and Stewardess.
Lines can be washed on board.

For further Particulars, apply to
MELOCHERS & Co.,
Agents.

Hongkong, October 18, 1895. 1945

NORTHERN PACIFIC
STEAMSHIP AND RAILROAD
COMPANIES.

VIA INLAND SEA OF JAPAN.

THE attention of Passengers is directed
to the very cheap rates offered by this
Line to the Pacific Coast and to the
Interior and Eastern Cities of the United
States and Canada and to Europe.

HONGKONG TO LONDON, \$400.
Excellent accommodation. First class
Table. Doctors and Stewardesses carried.

HONGKONG TO NEW YORK, \$350.
The Railroad travelling is second to none
on the American Continent. Magnificent
Scenery of the Rocky and Cascade Moun-
tains. The Yellowstone National Park
route. Passengers to Europe may proceed
by one of the first class ATLANTIC MAIL
Lines.

HONGKONG TO TACOMA, \$235.
Rates of Passage to other Ports on ap-
plication.

Special rates allowed to members of Go-
vernment S. Rates.

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

Strathnevis... Tuesday [Nov. 19].
Victoria... Tuesday [Nov. 19].
Hankow... Tuesday [Nov. 19].
Tucuma... Tuesday [Nov. 19].

THE Steamship STRATHNEVIS,
Capt. PATTIE, sailing at noon, on
TUESDAY, the 19th November, will pro-
ceed to VICTORIA, B.C., and TACOMA,
and SHANGHAI, INLAND SEA, KOBE
and YOKOHAMA.

Through Bills of Lading issued to Japan,
Pacific Coast Ports, and to Canadian and
United States Ports.

Consular Invoices of Goods for United
States Ports should be sent forward by the
steamer to the care of the Freight Agents,
Northern Pacific Railroad, Tacoma, Wash.
Parcels must be sent to our Office (with
address marked in full) by 5 p.m., on the
day previous to sailing.

For further information as to Passage or
Freight, apply to
DODWELL, CARLILL & Co.,
Agents.

Hongkong, October 29, 1895. 2021

Intimations.

STAINFIELD'S PRIVATE HOTEL,
3 DODWELL STREET.

COMFORTABLE FURNISHED ROOMS,
with every convenience.
Accommodation for Tourist Boarders.
Particulars, Address,
Mrs. STAINFIELD,
Proprietress.

Hongkong, January 5, 1895. 23

RIGAUD'S KANANGA
WATER

OF
JAPAN
(Importers)

The most delightfully
refreshing Water,
it renders the skin
soft and delicate, and
cures all eruptions,
and is of great service
in all cases of skin
disease.

RIGAUD'S CHOICEST NEW EXTRACTS
AND ESSENCES.

KANANGA... IRIS BLANC
LOUIS XV... IRIS AMBRE
ASCARON... IRIS ROUGE
LUCRACIA... IRIS VIOLETTE
LILAS DE PERSE... IRIS ROUGE
BOUQUET VIOLETTE... IRIS ROUGE
BOUQUET ROYAL... IRIS ROUGE
ROSE... IRIS ROUGE

RIGAUD & Co., PARFUMERS, PARIS.

For Sale by A. S. Watson & Co., Chemists.

Mails.

Occidental & Oriental Steam-
Ship Company.

TAKING CARGO AND PASSENGERS
TO JAPAN, THE UNITED
STATES, MEXICO, CENTRAL AND
SOUTH AMERICA, AND EUROPE,
VIA

THE OVERLAND RAILWAYS,
AND

ATLANTIC & OTHER CONNECTING
STEAMERS.

VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Gauche (via Amoy, Nagasaki, Kobe, Yokohama) ... Saturday, Dec. 7, at noon.

Belge (via Amoy, Nagasaki, Kobe, Yokohama) ... Thursday, Dec. 26, at noon.

Cyprie (via Amoy, Nagasaki, Kobe, Yokohama) ... Thursday, Dec. 26, at noon.

THE Steamship GALLIE will be
despatched for SAN FRANCISCO,
via AMOY, NAGASAKI, KOBE, IN-
LAND SEA and YOKOHAMA, TO MOR-
ROW, the 5th November, at Daylight,
connection being made at Yokohama with
Steamers from Shanghai.

Steamers of this line pass through the
INLAND SEA OF JAPAN and call at
HONOLULU, and passengers are allowed to
break their journey at any point en route.

Through Passengers Tickets granted to
England, France, and Germany by all trans-
Atlantic lines of Steamers, and to the prin-
cipal cities of the United States or Canada.
Rates and particulars of the various routes
may be obtained upon application.

Special rates (first class only) are granted
to Missionaries, members of the Naval,
Military, Diplomatic, and Civil Services,
to European officials in service of China
and Japan, and to Government officials and
their families.

Passengers who have paid full fare, re-
embarking at San Francisco for China or
Japan (or vice versa) within one year, will
be allowed a discount of 10 per cent. This
discount does not apply to through fares
from China and Japan to Europe.

All Parcel Packages should be marked to
address in full; and same will be received
at the Company's Office until 5 p.m. the
day previous to sailing.

Consular Invoices to accompany Cargo
sent to the United States, should be sent to the
Company's Office, addressed to the Col-
lector of Customs, San Francisco.

For further information as to Freight
or Passage, apply to the Agency or to
Company, No. 7, Praya Central.

J. S. VAN BUREN,
Agent.

Hongkong, November 5, 1895. 1940

U. S. Mail Line.

PACIFIC MAIL STEAMSHIP
COMPANY.

VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Peking (via Nagasaki, Kobe, Yokohama) ... Saturday, Nov. 10, at noon.

Chien (via Nagasaki, Kobe, Yokohama) ... Tuesday, Nov. 20, at noon.

Pearl (via Nagasaki, Kobe, Yokohama) ... Tuesday, Dec. 17, at noon.

THE U. S. Mail Steamship CITY OF
PEKING will be despatched for
SAN FRANCISCO, via NAGASAKI,
KOBE, INLAND SEA, YOKOHAMA
and HONOLULU, on SATURDAY, the
10th November, at Noon, taking Passengers
and Freight to Japan, the United States,
and Europe.

Steamers of this line pass through the
INLAND SEA OF JAPAN, and call at
HONOLULU, and passengers are allowed
to break their journey at any point en route.

Through Passage Tickets granted to
England, France, and Germany by all trans-
Atlantic lines of Steamers, and to the prin-
cipal cities of the United States or Canada.
Rates may be obtained on ap-
plication.

Passengers holding through ORDERS to
EUROPE, have the choice of the Overland
Route from San Francisco, including
the SOUTHERN PACIFIC, CENTRAL
PACIFIC, UNION PACIFIC, DENVER
and RIO GRANDE and NORTHERN
PACIFIC RAILWAYS; also the CANA-
DIAN PACIFIC RAILWAY on payment
of \$4 in addition to the regular tariff rate.

Passengers holding orders FOR OVER-
LAND CITIES in the United States have,
between San Francisco and Chicago, the op-
tion of the SOUTHERN PACIFIC,
CENTRAL PACIFIC, UNION PACIFIC,
DENVER and RIO GRANDE and other
direct connecting Railways, and from Chi-
cago to destination, the choice of direct
lines.

Particulars of the various routes can be
had on application.

Special rates (first class only) are granted
to Missionaries, members of the Naval,
Military, Diplomatic, and Civil Services,
to European officials in service of China
and Japan, and to Government officials and
their families.

Through Bills of Lading issued for trans-
portation to Yokohama and other Japan
Ports, to San Francisco, to Atlantic and
Inland Cities of the United States, via
Overland Railway, to Havana, Trinidad,
Central and South America, by the Com-
pany's and connecting Steamers.

Freight will be received on board until 4
p.m. the day previous to sailing. Parcel
Packages will be received at the office till
5 p.m. same day; all Parcel Packages
should be marked to address in full; value
of contents required.

Consular Invoices to accompany Cargo
sent to the United States, should be sent to the
Company's Office in Sealed Envelopes,
addressed to the Collector of Customs at San
Francisco.

For further information as to Passage
and Freight, apply to the Agency of the
Company, No. 7, Praya Central.

J. S. VAN BUREN,
Agent.

Hongkong, October 24, 1895. 2007

Mails.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA,
INDIA, ADEN, EGYPT,
MEDITERRANEAN PORTS,
PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATA-
VIA, PERSIAN GULF, CONTIN-
ENTAL AND AMERICAN PORTS.

THE Steamship RAVENNA, Capt.
E. Spryer, carrying Her Majesty's
Mails, will be despatched from this port
for BOMBAY, on THURSDAY, the 7th
November, at Noon, taking Passengers
and Cargo for the above Ports. (This
Steamer connects at Bombay with her
Cargo for LONDON, via SUEZ CANAL,
leaving that port on the 30th NOVEM-
BER, 1895.)

Silk and Valuables, all Cargo for France,
and Tea for London (under arrangement)
will be transhipped at Colombo into a
steamer proceeding direct to Marseilles and
London; other Cargo for London, &c., will
be conveyed via Bombay.

Parcels will be received at this Office
until 4 p.m. on the day before sailing. The
contents and value of all packages are
required.

Shippers are particularly requested to
note the terms and conditions of the Com-
pany's Bills of Lading.

For further Particulars, apply to
A.F. WOOLLEY,
Acting Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, October 26, 1895. 1996

NOTICE.

COMPAGNIE DES MESSAGERIES
MARITIMES.

PAQUEBOTS POSTES FRANÇAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, PONDICHERY,
MADRAS, CALCUTTA, ADEN, SUERZ,
PORT SAID,
MEDITERRANEAN AND
BLACK SEA PORTS, ALEXANDRIA,
MARSEILLES, LONDON,
HAVRE AND BORDEAUX.

ALSO
PORTS OF BRAZIL AND LA PLATA.

ON WEDNESDAY, the 13th November,
1895, at Noon the Company's S.S.
ERNEST SIMONS, Commandant HLA-
COUX, with MAILED, PASSENGERS,
SPECIE, and CARGO, will leave this Port
for the above places.

Cargo and Specie will be registered for
London as well as for Marseilles, and ac-
cepted in transit through Marseilles for the
principal places of Europe.

Shipping Orders will be granted till
noon.

Cargo will be received on board until 4
p.m., Specie and Parcels until 3 p.m. on
the 12th November, 1895. (Parcels are not
to be taken on board; they must be left at
the Agency's Office.)

Contents and value of Packages are re-
quired.

For further particulars, apply at the
Company's Office.

C. TOURNAIRE,
Acting Agent.

Hongkong, October 30, 1895. 2027

Insurances.

UNION ASSURANCE SOCIETY.

(Instituted in the Reign of Queen Anne
A.D. 1714).

CAPITAL FULLY SUBSCRIBED, £240,000.
CAPITAL PAID UP, £18,000.

TOTAL INVESTED FUNDS EXCEED £1,000,000.
TOTAL ANNUAL INCOME, £774,916.

THE Undersigned, having been appointed
Agents of the above Society in Hong-
kong, is prepared to issue Policies against
FIRE on the usual terms.

HARRY WILKING,
Praya Central.

NORTH BRITISH AND MERCANTILE
INSURANCE COMPANY.

TOTAL FUNDS at 31st December, 1894,
£1,010,018 2s. 2d.

Authorized Capital, £3,000,000.00
Subscribed Capital, £2,700,000.00
Paid-up Capital, £287,500.00
Fire Funds, £2,410,927.73
Revenue Fire Branch, £2,546,556.18

HAVING been appointed AGENTS of the
above Company we are prepared to
accept EUROPEAN and CHINESE RISKS at
Current Rates.

SHEWAN & Co.,
Agents.

13 July, 1895. 1300

GENERAL NOTICE.

THE CHAI MARINE INSURANCE
COMPANY, LIMITED.

CAPITAL SUBSCRIBED, £1,000,000.

THE above Company is prepared to
accept MARINE RISKS at Current
Rates on Goods etc. Policies granted to
all parts of the world payable at any of its
AGENCIES.

CHAN HE-WAN,
Secretary.

HEAD OFFICE:
No. 42 HONGMAN STREET WEST
Hongkong, August 22, 1895. 1361

TO LET.

FURNISHED
"TARAWERA".

THE SIX ROOMED BUNGALOW,
with seven feet Basement, Connected,
situated on Upper Richmond Road.

Apply to
A. O'D. GUERDIN,
No. 43, Lyndhurst Terrace.

Hongkong, October 31, 1895. 1709

Shipping.

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR SHANGHAI VIA SWATOW.
(Taking Cargo & Passengers at through rates
for CHEFOO, TIENTSIN, NEW-
CHWANG, HANKOW and Ports on
the YANGTZE.)

The Co's Steamship
Szechow,
Capt. R. V. Anderson,
will be despatched as above
above on WEDNESDAY, the 6th Instant,
at 3 p.m.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, November 4, 1895. 2060

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.
The Co's Steamship
Suez,
Capt. R. V. Anderson, will be
despatched as above on
WEDNESDAY, the 6th Instant, at 4 p.m.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, November 4, 1895. 1993

FOR YOKOHAMA AND KOBE.

The Steamship
Iris,
Capt. R. V. Anderson, will be
despatched for the above
Ports on THURSDAY, the 7th Instant, at
10 a.m.

This Steamer has superior Accommodation
for First and Second Class Passengers,
and carries a Doctor and a Stewardess.

For Freight or Passage, apply to
SIEMSEN & Co.,
Agents.

Hongkong, November 4, 1895. 2057

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND
CALCUTTA.

The Co's Steamship
Szechow,
Capt. R. V. Anderson, will be
despatched as above on
THURSDAY, the 7th Instant, at 3 p.m.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, November 2, 1895. 2060

AUSTRIAN LLOYD'S STEAM
NAVIGATION COMPANY.

(Under Mail Contract with
Austrian Government.)

STEAM FOR SINGAPORE, PENANG,
COLOMBO, BOMBAY, KURACHCHIE,
ADEN, SUERZ, PORT SAID,
BRINDISI, VENICE, HUE AND
HAIPHONG.

(Taking Cargo at through rates to CAL-
CUTTA, MADRAS, PERSIAN GULF,
RED SEA, BLACK SEA, LEVANT
and ADRIATIC PORTS.)
(Also to NATAL, EAST LONDON, PORT
ELIZABETH & CAPE TOWN.)

The Co's Steamship
Maurice Soreau,
Capt. G. L. Gosselin, will be
despatched as above on
above on FRIDAY, the 8th Instant.

Cargo will not be received on board after
3 p.m. prior to date of sailing.

For further information as to Passage
and Freight, apply to
SANDER & Co.,
Agents.

Hongkong, November 2, 1895. 2062

CHINA NAVIGATION COMPANY,
LIMITED.

FOR MANILA.

The Steamship
Szechow,
Capt. R. V. Anderson, will be
despatched as above on
SATURDAY, the 9th Instant, at 4 p.m.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, November 4, 1895. 2061

THE CHINA MUTUAL STEAM
NAVIGATION COMPANY,
LIMITED.

FOR LONDON, VIA PORTS OF CALL.

(With direct calls at MANILA).

The Co's Steamship
Szechow,
Capt. R. V. Anderson, will be
despatched as above on
above on or about the 10th Instant.

For Freight or Passage, apply to
HOLLIDAY, WISE & Co.,
Agents.

Hongkong, October 21, 1895. 1967

FOR DELAGOA BAY AND NATAL.

(Taking Cargo at through rates for
EAST LONDON, PORT ELIZABETH
and CAPE TOWN.)

The Steamship
Szechow,
Capt. R. V. Anderson, will leave
this Port for the above Ports about
the 10th November.

For Freight or Passage, apply to
GHILMAN & Co.,
Agents.

Hongkong, October 11, 1895. 1991

FOR SINGAPORE, SAMARANG AND
SOERABAYA.

The Steamship
Szechow,
Capt. R. V. Anderson, will be
despatched as above on
TUESDAY, the 12th Instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, November 4, 1895. 2018

FOR NEW YORK & NEW ORLEANS,
VIA SUEZ CANAL.

The Steamship
Szechow,
Capt. R. V. Anderson, will be
despatched as above on
above on or about the 10th Instant.

For Freight, apply to
SHEWAN & Co.,
Agents.

Hongkong, November 4, 1895. 2069

Shipping.

STRAITH LINE OF STEAMERS.

FOR KOBE AND YOKOHAMA.

The Steamship
Szechow,
Capt. R. V. Anderson, will be
despatched for the above
Ports at Noon, on FRIDAY, the 10th
November.

For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.

Hongkong, October 31, 1895. 2035

SCOTTISH ORIENTAL STEAMSHIP
COMPANY, LIMITED.

FOR YOKOHAMA AND KOBE.

The Steamship
Szechow,
Capt. R. V. Anderson, will be
despatched on FRIDAY,
the 15th Instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, November 1, 1895. 2046